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September 21, 2022

Mr. Dexter Justis
Director of Project Development
TN Dept. of Transportation
7345 Region Lane
Knoxville, TN 37938

SUBJECT: In-person Public Design Meeting Comments
Meeting held September 21, 2021
SR-162 (US-321): Pellissippi Parkway Extension. From SR-33 to SR-73
Project Nos.: HPP/NH-162(7); 05097-1233-14
PIN: 101423.00
Blount County

Dear Mr. Justis,

I have reviewed the transcript and comment cards from the in-person Design Public Meeting held on September 21, 2022. Comments and responses are:

- Mr. Dan Alderson commented "1) Right of way seems to be too close to Sweetgrass Plantation and Centennial Church Road especially given new lots being developed just behind Sweetgrass. 2) Greenway should be extended to 321. 3) No construction time line discussed – only ROW time line. TNDOT representation seemed to pass the buck on opposition to project to Blount County officials. Meeting should have had officials from Blount County available or at a minimum provided names and contact information."

Response: TDOT surveys will be updated for any new developments within the project footprint. TDOT coordinated with local municipalities regarding their existing greenway system as well as future greenway plans to determine the location of the proposed greenway within the project corridor. The local municipalities requested the Department to construct the greenway from Wildwood Road to State Route 35 (Sevierville Road) allowing them to connect and expand the greenway system in the future. Right-of-Way appraisal and acquisition is anticipated to begin Summer 2023 and will take approximately 24-30 months to complete before the project could be eligible to receive construction funding. Construction of the SR-162 (Pellissippi Parkway) project will need to be identified in TDOT's comprehensive multimodal program (3-year plan) to be budgeted for construction activities. It is anticipated that construction activities would take 36-42 months to complete.

- Mr. Randy Thornton commented “After sitting through the meeting and carefully listening, I do understand some of the concerns, but, they are less than 1% of the greater good! Living in Townsend, any time we need to Costco or Turkey Creek to shop, we have to go into Maryville, thru Alcoa, past the airport, then catch Pellissippi. I will have “13” red light and congested traffic. Upon completion of the Pellissippi, I will have “0” red lights and a much safer travel. Thank you for all you are doing. I’m 66 years old, originally from Memphis and I remember well all the bitching about 240, then 385, then 269. Well, now it’s all done, everyone loves the convenience and the time saved! Time is the precious thing God has given us! Everyone there that complained uses the existing Pellissippi regularly. And they will love and use the extension upon completion! Sincerely, R. Thornton

Response: General comment- No response needed.

- Mr. Bob and Mrs. Susan Hirche commented “It is unnecessary – studies show it will not lessen congestion – we do not want “the Blackberry Expressway.” Total waste of tax dollars. Maps not current and were incomplete. Staff unwilling/unable to answer pertinent questions. We need a referendum on this issue – do not force feed this project.

Response: General comment- No response needed.

- Ms. Ann Brunger commented “My concern with this planned design is that having an interchange on #411 N will exacerbate the already dangerous traffic conditions on this 2-narrow-laned highway without shoulders or turn lanes. Info and visual aids left off the inevitable ugly developments that will come at the interchanges (more fast food, gas stations, etc.). We have enough of such businesses. The whole staff of the TDOT regional office was deployed to come to meet with us in Blount County without anyone wearing a mask or social distancing even though COVID-19 is worse than ever in East TN. I am opposed to the whole project of extending the Pellissippi Parkway. It wastes TDOT resources, destroys farms, does not solve any of Blount County’s traffic congestion problems. This is in direct contradiction of STIP (State Transportation Improvement Plan) which calls for improving existing roadways before building new ones.

Response: Improvements to SR-35 (US-411) are proposed as part of this project including widening the existing 2-lane roadway with narrow shoulders to include two (2) – twelve (12) foot travel lanes in each direction with a twelve (12) foot center turn lane. This improvement will extend from near Dell Road to east of Nina Delozier Road and totals approximately one (1) mile of roadway improvements on State Route-35 (US-411). Additional improvements to State Route-35 (US-411) outside the limits of the State Route 162 (Pellissippi Parkway) extension project if needed will need to be identified by either the rural or metropolitan planning organization (RPO/MPO) and subsequently communicated to TDOT. Through this process projects and needs are identified at a local level and subsequently communicated to TDOT.

- Ms. Nina Eder commented “While I don’t need to be displaced, the noise from the highway will affect our “quiet” subdivision. I’ve turned away from homes because of highway noise. Since I’m new to the area, I don’t know what transpired before this meeting, but the officials who want this roadway should have been present. Nothing really got answered and the project is moving forward despite anyone’s opinions. We were told at the meeting that the roadway is going to be built “underground” and that

would help with highway noise, however the new roadway goes over Davis Ford Road, it will be about a 1/2 mile from my house, therefore NOISE.”

Response: Noise barriers were evaluated for the Preferred Alternative and other Build Alternatives in accordance with the FHWA noise regulation and TDOT's noise policy. The results were summarized in the Noise Technical Report (dated 2014) that was completed for the Final Environmental Impact Statement (FEIS). The initial noise analysis was based on preliminary plans. As a result, TDOT will update the noise analysis and noise barrier evaluations for the Selected Alternative during final design. Noise barriers that are identified as feasible and reasonable based on the final design will be included in the project plans.

- Mr. Robert Hayne commented “The project is based on outdated information and decades old approvals. The appeal and best asset of Blount County is that super highways do not exist near the GSMNP. The project is a waste of tax payer dollars and TDOT resources. The project should be reevaluated in terms of current public opinion, elected official input, planning and zoning changes, and broad environmental impact. The project is not “improvement” but quality of life degradation. Reassess your measures of “public approval. Information and visuals were outdated as was noted by staff. The aerial photos do not show current density and the video was “utopian” in its lack of development on the project borders. The 2040 traffic projection is a joke.”

Response: General comment- No response needed.

- Ms. Kathy Johnson commented “I am totally for this project. We need it! Thank you for coming!”

Response: General comment- No response needed.

- Mr. Chris Jenkins commented “As proposed, the at-grade intersection with SR-72/US-321 may be less efficient than the originally considered interchange. Some concerns with the intersection are: 1) Stopping and starting will add to noise 2) Stopping/idling will contribute additional air pollution in an area already having a history on “non-attainment.” Thank you for going above and beyond to have this second design meeting.

Response: Traffic reports are updated as needed as the design progresses for the project. The traffic report for this project was updated in May 2022 which included an increase in traffic at the SR-162 (Pellissippi Parkway) and SR-73 (US-321) intersection. The increase in traffic resulted in an unacceptable level of service using the signalized intersection design. Due to the traffic increase, an interchange at SR-73 (US-321) is now being designed to assist with traffic operations and safety at this location. Design of the interchange is currently underway.

- Mr. Charles West commented “I think this project can provide some relief to the crowded roads in the city center of Maryville. The latest census numbers show our county is growing. New roads should help with traffic flow. “

Response: General comment- No response needed.

- Mr. William Carl commented “I thought the presentation was very helpful. I favor this extension.”

Response: General comment- No response needed.

- Ms. Jeanne LeDoux-Hickman commented “This is government waste at its finest! Shame on TDOT for trying to ram through a project that will cause more problems than it fixes. TDOTs idea – here’s a brand new Hwy, now you tax payers pay for all of the access roads, new schools, fire depts, police stations etc etc. I am furious with this entire project. Not needed not now! The entire project is a huge waste of our hard earned tax \$\$’s . More traffic on our already dangerous roads.”

Response: General comment- No response needed.

- Mr. Sue DuBois commented “Yes, I have concerns. It seems like an outdated project design with little emphasis on alleviating negative impacts to the quality of rural life in Blount County. There also seems to be little evidence of a need for this highway other than a few parties want quick access to the Smokies. I did not hear good explanations for why this road is needed, what benefits it will provide and funding. There was little evidence that environmental concerns would be addressed and newer design concepts considered.”

Response: General comment- No response needed.

- Mr. Shawn Chaney commented “We are all for the extension – It will take the high traffic volume off our road (Sam Houston School Road) which is traveled heavily each day with lots of speeders and car accidents. Those Pellissippi fighters against it needs to accept change and growth. Thank you for keeping our roads maintained.”

Response: General comment- No response needed.

- Ms. Mary Ann Sonoda commented “I have no concerns except we need the parkway finished ASAP.”

Response: General comment- No response needed.

- Mr. Takuo Sonoda commented “I enthusiastically support this project as proposed! I think it should’ve been constructed and completed a long time ago. It would be much safer and convenient for the children in Rochford, who have to commute to Heritage High School. It would be safer and convenient for common working people in Townsend, Walland, Wildwood and Sevierville, who have to commute to work in Knoxville, Oak Ridge, or Lenoir City. Don’t be persuaded by those “vocal and organized” activists who oppose the project. According to the “meeting agenda,” presentation was supposed to be followed by a “short Q & A,” not by “comments.” Silent majority has been agreeable for the plan and did not have question to ask. Well-organized opponents used the rhetorical “questions,” like “how can you justify this project?” and abused the time to make their comments/opposition. Those activists/opposition people are hypocrites. They enjoy the benefit of the existing Pellissippi Parkway, but deny the

benefit of Pellissippi Parkway extension for silent working-class people living in Townsend, Walland, Wildwood, and Sevierville. Many of these people have to use narrow, curvy, crowded back streets to go to work, hospital, school, etc...”

Response: General comment- No response needed.

- Mr. William Busser commented “This road should not be built. It will not help the traffic problems in this area of Blount County but only exacerbate them. Current roads to Walland, Townsend, and the Smoky Mountains are more than adequate to handle this traffic. If the PPE is built it will cause irreparable damage to the rural character of this county by causing more development and increased traffic on highways like Sevierville Rd (411) which is already overloaded and dangerous.”

Response: General comment- No response needed.

- Mr. Vernon Ringer commented “Yes. I think the intersection of 321 and the new road (SR-162) Ext on going might make traffic worse. There is already backups at Tuckaleechee and 321/Rose Road. Maybe should consider it being a loop exit. That’s my only issue.”

Response: Traffic reports are updated as needed as the design progresses for the project. The traffic report for this project was updated in May 2022 which included an increase in traffic at the SR-162 (Pellissippi Parkway) and SR-73 (US-321) intersection. The increase in traffic resulted in an unacceptable level of service using the signalized intersection design. Due to the traffic increase, an interchange at SR-73 (US-321) is now being designed to assist with traffic operations and safety at this location. Design of the interchange is currently underway.

- Mr. Richard Henighan commented “I am greatly concerned about increased traffic on US 411, especially towards Seymour. Before a large road is added to the catchmen (?) and 411, it needs to be widened and shoulders added! It is already unsafe and has too much traffic as it is!”

Response: Improvements to SR-35 (US-411) are proposed as part of this project including widening the existing 2-lane roadway with narrow shoulders to include two (2) – twelve (12) foot travel lanes in each direction with a twelve (12) foot center turn lane. This improvement will extend from near Dell Road to east of Nina Delozier Road and totals approximately one (1) mile of roadway improvements on State Route-35 (US-411). Additional improvements to State Route-35 (US-411) outside the limits of the State Route 162 (Pellissippi Parkway) extension project if needed will need to be identified by either the rural or metropolitan planning organization (RPO/MPO) and subsequently communicated to TDOT. Through this process projects and needs are identified at a local level and subsequently communicated to TDOT.

- Mr. Wesley C. Beaver commented “A simpler plan would be to bridge Sevierville Road if the parkway has to terminate on the Walland Highway. Later on, add the on and off ramps if development and public input want it. Nothing wrong with the presentation of info. In my 86 years, I have never seen as much resistance to a roadway in Tenn. or any other state. The only ones wanting the completion are ones who are going to profit from it. A confirmed rumor – local

contractor has a plan to build multi-hundreds housing next to the parkway – all this additional traffic will be dumped on Sevierville Rd. Sevierville Rd. is one of the most dangerous roads in TN and cannot stand a hi influx of additional traffic.”

Response: General comment- No response needed.

- Mr. Tyrone Hickman commented “Not needed. More people against it than for it. Farmland/wildlife/residents effected negatively. Needed more time for residential speakers. Names of politicians voting for it withheld. Did not have answers sufficient for environmental questions. “

Response: General comment- No response needed.

- Mr. John Pittenger commented “I am very strongly opposed to the P.P. extension. It would permanently destroy beautiful countryside and farmland and would cause loss of tourist dollars due to making our county less scenic. It would cause serious environmental damage and urban sprawl and would have a negative ecological impact. It would be terribly expensive. That money should be spent on fixing and maintaining our existing roads and bridges not on building a new section of interstate highway that we don’t need. We need more investment in mass transit (trains and a better bus system). From Alcoa and downtown Maryville businesses. Walland and Townsend already have good 4-lane (mostly) access. I disliked the attempt to focus this meeting just on the design of the extension. The real problem is the extension is not needed. It is not justifiable. It needs to be cancelled.”

Response: General comment- No response needed.

- Ms. Sandy Abel commented “The PPE is an unnecessary road. Our tax dollars would be better utilized improving existing roads and preserving valuable farmland. I will be adversely affected by additional highway noise at my residence. It is not clear why the PPE is being proposed, since traffic does warrant it and the citizens are opposed to it. Stop the PPE!”

Response: General comment- No response needed.

- Ms. Nancy J. Olsen commented “I am strongly opposed to the plan as proposed. It destroys farmland and the nature of the county in favor of a vision of wide open roads available all across the country where there are no foothills or rolling land being obliterated, disregarded for a vision that doesn’t appreciate Tennessee. Shortsighted, painful, poor stewardship in general and in a religious sense of the word.”

Response: General comment- No response needed.

- Mr. Arthur and Ms. Elaine Reihl commented “No matter if the funds were allocated. They can be repurposed to other needed backlogged projects – road and bridge repair, Blount Co. Parks and Recreation, etc. The taking of private land under “eminent domain” is anti-democratic. I cannot see, think, or feel any benefit to Blount County. The long term permanent damage should be obvious. The presenter mumbled. His response to serious questions were answered with

boilerplate responses, not acceptable to the concerned citizenry. The offer to continue after the meeting was certainly not heartfelt. Who really wants this road? It divides Blount County. No cross passage for fauna – animals – wildlife. The walls are bad in every respect. This project is not relevant. It appears as a reverse of New York’s Cross-Bronx Expressway, as a wall, instead of a canal – both dividing neighborhoods. Droning presenter. Technical babble. No real answers to the community. The roadway becomes a wall.”

Response: General comment- No response needed.

- Mr. Mark L. Johnson commented “I have no issue with the project or design elements. The project has been delayed for over 20 years and it is time to build before traffic volumes overwhelm the existing inadequate roadway infrastructure. It is understandable that some of the affected property owners do not want the project to go forward but there would be no interstate in the United States if DOTs had succumbed to the wishes of a few. The need has been established, there are no viable alternatives and any other reason offered by the opponents not to built are either invalid or illogical. Please move forward as soon as possible. Thank you.”

Response: General comment- No response needed.

- Mr. Jeff Riverbank commented “Yes!! The proposed Parkway will destroy the bucolic nature of the and the reason we moved to our current location. Hate the thought of moving again! Will generate more traffic problems and back ups! No wildlife corridors! No answers, just song and dance. Decisions have already been made – our input isn’t considered. TDOT says officials want this project but people don’t and officials aren’t even here.”

Response: General comment- No response needed.

- Ms. Patrick Morales commented “Bypass a bunch of businesses, money should be spent on other more important highway projects.”

Response: General comment- No response needed.

- Ms. Angela Mullins commented “Yes – you intend to take my yard nearly up to my front door, with no barrier. I can already hear the traffic and now this will only increase noise and traffic. TDOT should rethink how they are affecting the people, their lives, their safety.”

Response: General comment- No response needed.

- Pat Snowden commented “Looks great – can’t wait to use highway to the mountains. Should have been completed years ago.”

Response: General comment- No response needed.

- Mr. Howard Lawson commented “Build the road as proposed.”

Response: General comment- No response needed.

- Mr. Walter Schnelle commented "I'm in favor of the project."

Response: General comment- No response needed.

- Ms. Tammi Ford commented "Like the plan and greenway. Concerned about 321 intersection."

Response: Traffic reports are updated as needed as the design progresses for the project. The traffic report for this project was updated in May 2022 which included an increase in traffic at the SR-162 (Pellissippi Parkway) and SR-73 (US-321) intersection. The increase in traffic resulted in an unacceptable level of service using the signalized intersection design. Due to the traffic increase, an interchange at SR-73 (US-321) is now being designed to assist with traffic operations and safety at this location. Design of the interchange is currently underway.

- Mr. Johnny Shore commented "I own a trucking company and know safety issues. Pellissippi needs to be completed as fast as can be. I travel the back roads every day and traffic is so heavy both ways."

Response: General comment- No response needed.

- Ms. Judy Shore commented "I have always lived in Davis Ford area. I travel Pellissippi Parkway every day/ I want this road finished as soon as possible. I hate people are losing land. But for safety please, please complete this."

Response: General comment- No response needed.

- Mr. Mark Durand commented "The precious rural character pr Blount County will be compromised by this project. The short-term economic impact will add sprawl and congestion. The initiation of a major transportation project like this should only be done in the context of a planning process for the county which addresses establishment of a vision for what Blount County should look like and aspire to over the coming 20-30 years. Blount County is a jewel but taking a lot of knocks that are already doing damage. Time to take a breather, go back, and get development (especially transport system) right! Thanks so much to TDOT for putting this event on. Your staff are awesome!"

Response: General comment- No response needed.

- Brien Ostby commented "As one of the gateways to GSMNP we need to be actively protecting the national park rather than turning the park into a biological island. It seems as though the majority of the local citizens don't want the development that will follow this road – and we don't have enough funding to take care of the roads we already have."

Response: General comment- No response needed.

- Ms. Beverly Green commented “I am against the expansion of the Pellissippi Parkway. This, if built, will pull development away from the town center to the periphery. With today’s standards of town planning, the small businesses in the town center will be starved and large businesses near the parkway will grow (taking our money elsewhere since this will probably not be locally owned and operated). Due to health concerns of COVID-19, I could not bring myself to sit among the crowded seats with unmasked people. I was hoping some outdoor venue or seats would have been provided. Thank you for having a public meeting, not just an online comment system.”

Response: General comment- No response needed.

- Ms. Cheryl Purnell commented “This route by-passing Maryville is detrimental to the city. The current parkway is not well-maintained. I’m concerned that TDOT will not be able to maintain additional pavements. There is an issue in Blount County as to what its “character” is going to be; TDOT should stop until the citizens are united. Timing was early, parking lot was full due to students? Would have been better to start at 6 pm.”

Response: General comment- No response needed.

- Mr. Bill and Ms. Brenda Hardin commented “No, we are glad to see progress in this area. Not all residents are against the project as some may want you to think. Thank you for your professionalism in answering and taking questions.”

Response: General comment- No response needed.

- Mr. Jeff Bay commented “The plan seems outdated and should be revisited. The people most affected seem to be the least listened to. We need to protect or rural heritage. The greenway is a nice touch, but see first bullet point – it should be updated (the plan). Acknowledging the downsides instead of brushing them off would have led to a stronger presentation. The people who turned out overwhelming opposed the project – I think that should carry more weight.”

Response: General comment- No response needed.

- Mr. Raymond Lee Handley commented “Height of retaining wall on Wildwood/East Brown School Road”

Response: Currently there are no anticipated retaining walls planned along Wildwood Road and East Brown School Road. There are retaining walls proposed along State Route 162 adjacent to the bridge crossing Wildwood Road. The maximum height of these walls is approximately 25 feet as currently designed.

- Mr. Dave Snowden commented “Looks good to me. Should have been done years ago.”

Response: General comment- No response needed.

- Mr. David Caplet commented “This project is not well thought out and does nothing to address the traffic congestion it will create. Stop the project.”

Response: General comment- No response needed.

- Mr. Greg Wilson commented “Thank you for completing the State Route 162 Extension! This completion is long overdue.”

Response: General comment- No response needed.

- Mr. Carolyn Forster commented “Please complete this road. Currently tourist and commercial traffic use Nina Delozier Road – a very small secondary road. Pellissippi will alleviate this unnecessary traffic. We desperately need this road completed! Those against the road always speak out.”

Response: General comment- No response needed.

- Ms. Janna Nash commented “Very much in favor of the project. I have an hour and 15 minute commute to my job at Oak Ridge National Lab. This would alleviate the traffic in the city of Maryville and reduce traffic on narrow residential roads as well. I agree with every one of your Purpose and Need bullets.”

Response: General comment- No response needed.

- Mr. Daniel Hess commented “Can’t wait for the road to be built. Drive to West Knoxville daily and my life would be so much easier. Traffic in Maryville and Alcoa is getting obnoxious as well.”

Response: General comment- No response needed.

- Mr. Ed Santana commented “Do your best to treat people fairly and minimize impact but this project is needed! It is taking too long.”

Response: General comment- No response needed.

- Ms. Adrienne R commented “Yes, please complete.”

Response: General comment- No response needed.

- Mr. Frank Weiskopf commented “I am 100% behind the prompt completion of this extension. The stated purposes clearly state the reasons to move forward. Unfortunately, my support will likely be overshadowed by the organized effort to cancel the work.”

Response: General comment- No response needed.

- Ms. Dee Ann Ostby commented “Highway 411 is very dangerous, in dire need of this \$ to be spent on turning lanes and shoulders. PPE will add traffic to Highway 411. The idea is

irresponsible. 20 years into this, only the unelected leaders (Chamber and Blount Partnership) are still actively pushing building this unneeded, outrageous, expensive interstate. We who live here would appreciate TDOT spending our tax money to upgrade the very hazardous roadway in Blount County. Because of family's compromised health and rampant spread of the Delta variant, I didn't go in. Too crowded and too many unmasked people. I really appreciate y'all doing this in person meeting. (Too bad about the COVID surge timing!) Thanks for y'all's time."

Response: General comment- No response needed.

- Mr. Rob Kennedy commented "Yes. I, along with many others, do not want the PPE. Blount County is growing much too rapidly and randomly and the PPE will only fuel this while destroying beautiful farmland. I think the PPE is irresponsible and will be a scar on our landscape. This extension is a bad idea and our leaders need to see that we do not want this project done."

Response: General comment- No response needed.

- Ms. Lucy Henighan commented "I am concerned that this is part of questionable development planning in Blount County. We lose too much with roads like this. Personally it will make our travels on 411 to Maryville more dangerous."

Response: General comment- No response needed.

- Ms. Angela Luckie commented "I work for the City of Maryville in engineering and know this will help alleviate traffic in city center. Also, it should help stop and go traffic which helps air quality. I'm pretty disappointed at the lack of masks, including TDOT employees, at this setting."

Response: General comment- No response needed.

- Kim Daniels commented "Thank you for the redesign. Please complete the parkway as soon as possible."

Response: General comment- No response needed.

- Mr. Rick Braden commented "im Sure you have seen the congestion at old Knoxville hwy from traffic from Knoxville and Clayton in the afternoon. It's bumper to bumper from parkway to downtown Maryville. Complete the project "

Response: General comment- No response needed.

- Mr. Ethan Kirkland commented "In Favor of parkway."

Response: General comment- No response needed.

- Mr. Austin Kirkland commented "Yes on parkway extension."

Response: General comment- No response needed.

- Ms. Carolyn Kirkland commented "In favor of parkway extension."

Response: General comment- No response needed.

- Ms. Chrystal Fleenor commented "Working in tourism, the biggest thing the travelers want most is convenience. They choose our location for a multitude of reasons such as the closeness to airport, Knoxville, Smoky Mountains, Townsend etc. Our biggest complaint from people is Alcoa Highway. Mainly the volume of traffic, but also the lack of medians, potholes, merging lanes and crossing the road. Biggest complaints for Pellissippi is the pot holes and "dips" in the road. I personally travel Pellissippi from Hardin Valley everyday and there are some areas that definitely need attention soon. I think the expansion would help relieve some of the heavy traffic in our area, but it would be easier for the commuter to navigate to places in a much safer and quicker way. We are eager and excited to see how this project is going to unfold."

Response: General comment- No response needed.

- Karson Guardado commented "Working at Nisus Corporation in Rockford, this road extension would help me greatly by reducing travel time at lunch, commutes to and from work, and after work activities. I am in full support of this extension."

Response: General comment- No response needed.

- Mr. John Templeton commented "Those of us who have been around awhile know that the Pellissippi Pkwy was originally envisioned as a national defense highway to connect the sensitive operations at Oak Ridge to the McGee-Tyson Regional Airport. As such it has served its highest and best purpose--it can serve no further useful purpose. It is well known that the expressway was coveted by local development interests for purely commercial reasons. The thinly-veiled rationalizations they now put forward (traffic relief, preparation for the "future", etc.) are invalid and bankrupt in today's environment."

Response: General comment- No response needed.

- Mr. Greg Lynn Wilson commented "Please complete the Pellissippi Parkway extension!"

Response: General comment- No response needed.

- Morgan Wilson commented "Please complete the Pellissippi Parkway Extension!"

Response: General comment- No response needed.

- Ms. Jennifer S Wilson commented "Please complete the Pellissippi Parkway Extension!"

Response: General comment- No response needed.

- Mr. Bill Birkholz commented “This project needs to happen. This route seems to be very well thought out and will be, upon completion an economic improvement without as much impact as people might think. It will help the small business people that are struggling to make it in the eastern section of Blount County.”

Response: General comment- No response needed.

- Mr. Bryan Hayes commented “Let’s get this Pellissippi extension done now! It will be good for the area.”

Response: General comment- No response needed.

- Mr. Gary Hensley commented “The Pellissippi Parkway has been in the planning stage for decades, and it is needed now more than ever. I feel for the residents directly affected by the construction of this improvement, however the popularity of the Smoky Mts. is only going to increase as it has every year. Moving this traffic through Maryville will get increasingly difficult as time goes on. The project is needed and the greater good for the community demands that it be completed. Please proceed to completion.”

Response: General comment- No response needed.

- Ms. Renee McCammon commented “The Pellissippi Parkway Extension Project NEEDS to be completed. It has been far too long waiting on it to get done.”

Response: General comment- No response needed.

- Mr. Chuck Morrow commented “Blount county is growing and prospering and I think the roads and utilities must grow with it. No matter how much people fight change, it is a necessity!”

Response: General comment- No response needed

- Ms. Joy LaForce commented “I have a business in Maryville and live in Greenback. I think the Pellissippi Parkway Extension Project is needed and is overdue. There are so many people moving here to our county that the traffic is only going to get worse on the secondary roads. It will be great to have a main road to move some of that traffic off the secondary roads. I watched the video from the meeting at Heritage High School and I really did not hear any solid reasons that people are against the project except the lady who is losing part of her farm. I hope that TDOT can help ease her pain and help her find a solution going forward.”

Response: General comment- No response needed

- Mr. Frank Trexler commented “I am writing with respect to the Pellissippi Parkway Extension (PPE) and the rapid growth we will see at the foothills of Great Smoky Mountains National Park once it is completed. Thus, I am opposed to the PPE’s completion. A little personal history: I came to The (Maryville, TN) Daily Times newsroom in December 1989, officially joining the staff

some weeks later as managing editor a position I held until being named editor in 2015, then retiring in 2017. If you will note, I arrived as the Pellissippi Parkway was in its first phase of construction. If I recall correctly, we ran a package in 1990 under the headline Life After the Pellissippi. I was living in West Knoxville at the time and told newsroom staffers most of whom were Blount Countians, several of them native -- "In 10 years, you will not recognize Blount County. We are now nearly 20 years post-Pellissippi Parkway completion and it is obvious unrestrained growth is impacting our county. I fear what is going to happen to the beautiful foothills of the Smokies once PPE is completed; in fact, what is needed is a Great Smoky Mountains National Park Corridor to restrict growth from that interchange onward into Walland/Townsend. Otherwise, I suspect the first two things we may see at the interchange will be a Pilot and Cracker Barrel, and from there ... well, you don't need the gift of prophecy to see where that will end up."

Response: General comment- No response needed

- Ms. Polly Millard commented "I fully support this project for many reasons and look forward to the benefits of it."

Response: General comment- No response needed

- Mr. Joel Ewan commented "I think its a great idea to extend this highway. It currently ends in a random spot that isn't very useful to many of the people that travel on it. The land around that area is still very rural and it would be best now to extend it rather than when more people move there. It will help the future for both Maryville and Knoxville."

Response: General comment- No response needed

- Mr. Jason Elliott commented "I strongly support this TDOT project."

Response: General comment- No response needed

- Ms. Andrea Pope commented "Please finish the Pellissippi Parkway!! It has been needed to be finished for years and will help thousands of people travel safely and quickly to the Townsend/Smoky Mtns."

Response: General comment- No response needed

- Ms. Janie Wallace commented "As a long-time resident of West Knox County who was employed in Blount County and continues to partake in activities in Blount County and the Townsend communities, I believe it is imperative that decision makers keep their eye on the prize and continue to be forward looking and complete the Pellissippi Parkway. As a reminder, construction began in the 1970 s (that's 40 years, let's close this project once and for all). The parkway has been incredibly beneficial for commuters. It is easier to get to work or just travel to/from Knoxville and Oak Ridge. It makes it so easier to get in/out of the airport. A solid transportation system is vital to economic development. Development along this Blount County portion of Pellissippi falls within the urban growth boundary, which means potential developers

won't be able to bend or break the rules for building. Blount County is a top tourism market in Tennessee and completion of the parkway will help tourists get safely to/from the Townsend/Smoky Mountains to support those efforts without less impact to the local traffic system."

Response: General comment- No response needed

- Mr. Ed Owens commented "COMPLETE THE PARKWAY EXTENSION."

Response: General comment- No response needed

- Mr. Coleman Ford commented "PLEASE COMPLETE THIS PROJECT!"

Response: General comment- No response needed

- Mr. Borden A Morehead commented "I'm really excited about this project. I commute along Pellissippi Parkway every day and the traffic and road conditions have been getting worse. This will definitely help."

Response: General comment- No response needed

- Ms. Joy Forster Carver commented "Thank you all for your extra time and care in wading through the community input portion of this project. Please know there are so many who are extremely supportive of your work and the vast majority of our town is eager and hopeful for the start of your work on this road. I'm afraid that the vocal minority have orchestrated a great showing at the public input phase, however they speak for very few of the actual residents. I grew up on Nina DeLozier Road, off Sevierville Road, and my mother still resides there. Though this will significantly impact the aesthetics of our home place, the Pellissippi Parkway extension is a necessary growth for our town to alleviate the burden on the local community roads. As I reflect back on the conversations surrounding this project, I have distinct memories of family talk of the potential for a new road for almost 40 years now. I firmly believe the bulk of Blount County residents are simply exhausted over the discussion and finally feeling apathy toward coming to the public input meetings. So please don't take my lack of showing up (and so many others that I know) as lack of or loss of interest in this road expansion. Please continue with the good work that you are doing and press on to the prize. Don't let the orchestrated voice of a very few speak for the vast majority of trusting and agreeable residents. We all know the good this will do for the continued success of our county."

Response: General comment- No response needed

- Mr. Owen Rhodes commented "This project is not needed. It will add 5 more miles of highway which will go unmaintained and fall into disrepair. I-40 in West TN has to be the worst interstate in the country bar none. Parts of I-140 are likewise on their way to becoming undrivable. Fix what you have before you think about adding more. Plus, adding a bypass around Maryville is a giant waste and will only encourage more big box store sprawl and further ruin our town. Not

that any common sense criticism will do any good. TDOT is a tool of the rich and comment collection period is just a show with no substance. You've already decided this is going to happen."

Response: General comment- No response needed

- Mr. John Miller commented "This is much needed. I frequent the area and would like to be able to bypass Maryville. Traffic has gotten congested over the years and will only get worse if something isn't done."

Response: General comment- No response needed

- Mr. Charles Dailey commented "I would like to show my support for this project. As someone who on a regular basis has to fight the traffic in downtown Maryville to get to 321, this would mean a lot to reduce my travel time and stress levels. I hope you are able to get this project going. Thank you."

Response: General comment- No response needed

- Mr. Jared Law commented "I have lived here for 35 years, born and raised. I have heard what you all have said about the "need" for this road but I know the reality of what this will bring. What little country side we have left that makes Blount county unique is slow being taken away by mass development of for sale land. With the construction of this connector road, it is only a matter of time before we have McDonalds and taco bells popping up along this road through the country side connecting to Townsend. Not to mention the farmland it will destroy and the sprawl it will create. What little peaceful side of the smokeys we have left will turn into a freeway for tourists and congest 321 toward the national park. Although I guess that is the end goal for some of the people pushing this project. I will find out who is voting for this and make sure everyone I know votes them out. I say no to the parkway extension!"

Response: General comment- No response needed

- Mr. Barry Neal commented "We've been talking about building this highway since Lamar Alexander was Governor some 40 years ago. Build the road and quit talking about it! The highway is needed."

Response: General comment- No response needed

- Mr. Michael Cogdill commented "The number one concern should be safety and removal of congestion in Maryville and Alcoa. A direct route would keep a lot of people going to the Smokey Mountains out of the 2 towns and open up the streets in those 2 towns. We may not all agree, but you have to let progress move forward."

Response: General comment- No response needed

- Mr. Houston Oldham, Director of Operations, commented “Please do not listen to the small, vocal opposition of the Pellissippi Parkway. It's a needed thoroughfare!”

Response: General comment- No response needed

- Mayor Clint Abbott commented “The 162 extension needs to be completed. I remember when people didn't want the 129 bypass of Maryville. Future generations will need this highway. It is needed now, but will be more needed in the future.”

Response: General comment- No response needed

- Mr. Matthew Mund commented “I believe that you extending 140 to 321 will help redirect traffic which will in turn free up space for our community to move about. I am in support of this.”

Response: General comment- No response needed

- Yancey Quiett commented “Please Finish the parkway. This will cut my commute down by 15 minutes and then I'll ease traffic in maryville heading to the mountains.”

Response: General comment- No response needed

- Mr. William Riley commented “Thanks so much for undertaking this project. We all know how congested roadways can become when communities do not properly plan for growth. I hope this gets started very soon.”

Response: General comment- No response needed

- Mr. Jim Gorman, Corporate Vice President Marketing Nisus Corporation, commented “I am definitely in favor of the Pellissippi Parkway extension. It will be a great benefit to the area and help encourage growth.”

Response: General comment- No response needed

- Ms. Pamela Hess commented “I think the extension is way over due. The county has become a lot more populated over the years and traffic is awful through town. It would be such a great way to travel other than going through congested town.”

Response: General comment- No response needed

- Mr. Nick Wade commented “We NEEEEED this extension. It would cut down on a lot of headache on Alcoa Hwy.”

Response: General comment- No response needed

- Mr. Bill Jenkins commented “Just sending a message for my support for the extension project moving forward. The benefits it will provide will do nothing but good for us and the careers of many of my coworkers.”

Response: General comment- No response needed

- Mr. James Tomiczek commented “As a resident and commercial property owner in downtown Maryville, I SUPPORT the completion of the Pellissippi Parkway Extension Project. I also SUPPORT it as a civil engineer. Traffic volumes in the downtown area have progressively increased and will only continue as development throughout the county continues - and it will continue. If growth stops, as a few people would like to see, the county would slowly die. With this in mind, we need to plan for and build necessary infrastructure to handle the growth. This includes new roads like the Pellissippi Parkway Extension.”

Response: General comment- No response needed

- Mayor Andy White, City of Maryville, commented “This project will improve the flow of traffic for the City of Maryville as well as Blount Co. It is also needed to help reduce air pollution from idling cars. The increased population coupled with the increase of tourist traffic makes this project necessary. It’s time to build the road.”

Response: General comment- No response needed

- Ms. Brenda Farmer commented “It is past time to complete the Pellissippi Parkway. It is unfair to the former property owners of the already completed sections, that this project has not been completed. It's time to complete the Parkway which has been on the books for construction since the 1970's. The current parkway is beneficial to our citizens traveling to work in other counties and also to people traveling to Blount County for work. A well-designed transportation system, that includes roads is crucial to economic development. Development along this portion of the Pellissippi falls within the Urban Growth Boundary, which means potential developers won't be able to bend or break the rules for building. In effect, this roadway actually supports the community's managed growth goals. Blount County is the eighth-largest tourism market in Tennessee and completion of the Parkway will help tourists get safely to/from the Townsend/Smoky Mountains to support those efforts and will also lessen the amount of traffic on some of the other roads in Blount County. Finish the job and complete the project.

Response: General comment- No response needed

- Mr. Jeff Lloyd commented “I work in Blount County and drive Pellissippi all the time. I think that we need to complete the SR 162 extension. I think it will provide easier access to the smokies, reduce pollution, relieve traffic congestion at peak times and help support local jobs.”

Response: General comment- No response needed

- Mr. James Carter commented “I support the completion of Pellissippi Parkway. This will greatly benefit Blount County and has been needed for a long time.”

Response: General comment- No response needed

- Ms. Hollie Randolph commented "I am in favor of the Pellissippi extension project. Road improvements and additions are greatly needed in our area as population continues to grow. This project should help with the congestion already seen on many of the local roads during peak traffic times."

Response: General comment- No response needed

- Mr. Travis Greenwood, Operations Supervisor/Atomos Energy, commented "I am in favor of this extension."

Response: General comment- No response needed

- Ms. Valerie Brummitt commented "Please approve. I am for the extension."

Response: General comment- No response needed

- Mr. Andy Mallicoat commented "This would be a great extension for the entire area. Looking forward toward eliminating all the run around and a nice direct route!"

Response: General comment- No response needed

- Mr. Greg Baumann commented "Support 162 extension."

Response: General comment- No response needed

- Mr. Max Thomas commented "This extension project is absolutely necessary for the community and businesses in this area."

Response: General comment- No response needed

- Mr. Sydney Hess commented "I am in favor of the extension being built because traffic is so bad in Maryville / Alcoa."

Response: General comment- No response needed

- Tracy Malone commented "I live near and work close to Pellissippi Parkway and would benefit from the extension."

Response: General comment- No response needed

- Mr. Mike Swift commented "The extension of SR-162 (Pellissippi Parkway) to Us highway 321 is very important to our community and I appreciate the State moving this project forward. Thanks

for giving us an opportunity to comment and I hope you are able to complete it as soon as possible.”

Response: General comment- No response needed

- Mr. Quentin Caldwell, South Blount County Utility District Asst. Director Manager, commented “South Blount Utility Supports this project. Thank you.”

Response: General comment- No response needed

- Mr. Terry Tuttle, GM Edison Electric, commented “We need to go forward and complete this project.”

Response: General comment- No response needed

- Mr. Chad Rochelle, commented “I would like to express my support of this project. The design is very thoughtful and will have a very positive affect on the community, as well as relief of traffic flow on the "Maryville side", which is very congested at present and will only get worse.”

Response: General comment- No response needed

- Ms. Christi Silliman, Director of Human Resources, commented “We fully support the extension project to increase tourism to our town!”

Response: General comment- No response needed

- Mr. Michael Lawson commented “It's time to complete the Parkway which has been on the books for construction since the 1970's. Current Parkway has been incredibly beneficial for commuters. It is easier to get to work or just travel to/from Knoxville & Oak Ridge. Current Parkway makes it much easier to traffic in/out of the airport. This is especially true for the vital businesses in Anderson County seat of the high-tech corridor. A well-designed transportation system, that includes roads is crucial to economic development. Development along this portion of the Pellissippi falls within the Urban Growth Boundary, which means potential developers won't be able to bend or break the rules for building. In effect, this roadway actually supports the community's managed growth goals. Blount County is the eighth-largest tourism market in Tennessee and completion of the Parkway will help tourists get safely to/from the Townsend/Smoky Mountains to support those efforts.”

Response: General comment- No response needed

- Ms. Amy Lawson commented “It's time to complete the Parkway which has been on the books for construction since the 1970's. Current Parkway has been incredibly beneficial for commuters. It is easier to get to work or just travel to/from Knoxville & Oak Ridge. Current Parkway makes it much easier to traffic in/out of the airport. This is especially true for the vital businesses in Anderson County seat of the high-tech corridor. A well-designed transportation system, that includes roads is crucial to economic development. Development along this portion

of the Pellissippi falls within the Urban Growth Boundary, which means potential developers won't be able to bend or break the rules for building. In effect, this roadway actually supports the community's managed growth goals. Blount County is the eighth-largest tourism market in Tennessee and completion of the Parkway will help tourists get safely to/from the Townsend/Smoky Mountains to support those efforts."

Response: General comment- No response needed

- Mr. Gregory McClain commented "We need this road and are grateful for TDOT moving it forward. There is no question that current and future needs justify this extension. We only wish it could get done quicker."

Response: General comment- No response needed

- Mr. Trevis D Gardner commented "I support the Pellissippi Parkway Extension Project. I have participated in the online design review process and am satisfied with the responses and communications that I have received from the TDOT Representatives."

Response: General comment- No response needed

- Mr. David Carswell, City of Alcoa Chief of Police, commented "I wanted to submit a comment in favor of the SR-162 (Pellissippi Parkway) Extension Project. I have lived in Blount County, TN for 27 years. I have also worked for the City of Alcoa Police Department for the past 27 years and I have been Chief of Police for the past five years. As both a resident and public servant here in Blount County I have seen the good, the bad, and the ugly in terms of traffic congestion and traffic safety over the past 27 years. The Pellissippi Parkway Extension is much needed and is way overdue in order to address and relieve traffic congestion-related problems. This Extension Project is needed infrastructure for the safety and future of Blount County residents. Blount County has been experiencing a population boom over the past 20 years that shows no signs of slowing down due to such factors as; residential and economic development, increased employment opportunities, the area being a desirable retirement location, the area having outstanding school systems, and the area being a tourism destination for a national park which are just a few of the numerous other factors that when combined has resulted in increased traffic congestion that in turn creates other public safety concerns. Please consider moving forward with the SR-162 (Pellissippi Parkway) Extension Project."

Response: General comment- No response needed

- Mr. Jeff Muir commented "I support the design of the Pellissippi Parkway extension. A well-designed transportation system, that includes roads is crucial to economic development. Blount County is the eighth-largest tourism market in Tennessee and completion of the Parkway will help tourists get safely to/from the Townsend/Smoky Mountains to support those efforts. This roadway actually supports the community's managed growth goals."

Response: General comment- No response needed

- Ms. Carmen Simpher, CEO TCGA Board member, commented I support and am excited about the Pellissippi Parkway! It would do wonders for transportation to our area and tourism.”

Response: General comment- No response needed

- Ms. Ann Bartlett commented “We highly support this project. Thank you.”

Response: General comment- No response needed

- Mr. Hank Dye commented “As a Townsend resident and active volunteer/supporter of the Great Smoky Mountains National Park, I strongly support completion of Pellissippi Parkway. The positives are many and the negatives are small and mostly mitigated. Please go forward!”

Response: General comment- No response needed

- Mr. Todd Jones commented “I am in support of the extension and completion of SR-162.”

Response: General comment- No response needed

- Mr. Mike S Winstead commented “I wanted to express my support for the Pellissippi Parkway Extension Project. It is critical for the long-term growth and viability of Maryville and Southern/Eastern Blount County.”

Response: General comment- No response needed

- Mr. Jeff Carter commented “I support this extension.”

Response: General comment- No response needed

- Mr. Ben Pinnell commented “Support FOR the extension to get underway.”

Response: General comment- No response needed

- Ms. Elaine Streno commented “We are a business in Maryville that requires the majority of our employees to travel on Alcoa Highway from Knoxville. It is a very dangerous and challenging road to travel. Please extend Pellissippi Parkway to lighten up the traffic on Alcoa Highway.”

Response: General comment- No response needed

- Ms. Missie Rhea commented “I support the Pellissippi Parkway extension.”

Response: General comment- No response needed

- Mr. Peter Womack commented “I support the new Pellissippi Parkway extension. It will be great for Blount County, Walland & Townsend.”

Response: General comment- No response needed

- Mr. Joe Tipton commented “I totally support the completion of Pellissippi Parkway to SR321 from Old Knoxville Hwy SR33. Having businesses in Maryville and Alcoa, the traffic needs relief from through traffic. Please complete this very important Gateway to the Smokies.”

Response: General comment- No response needed

- Ms. Amie Wendel commented “I support the extension. it helps with easy transportation to Knoxville and is beautifully done. Please do not let the hard work done for this project be for nothing.”

Response: General comment- No response needed

- Ms. Sharon Oldham commented “The sooner the better for completion of this road. I totally support extending Pellissippi Pkwy to Hwy 321.”

Response: General comment- No response needed

- Mr. Mark Oldham commented “Totally Support the PP Extension. Thank you for adding the greenway and the retaining walls too!”

Response: General comment- No response needed

- Ms. Karin Burkey, VP Corporate Services, commented I am in support of the Extension Project as it is vital to the community. It is an important link to the community at large and the surrounding areas as well.”

Response: General comment- No response needed

- Mr. Kevin Profitt commented “I supported the initial Pellissippi Parkway and also support the extension under review. Traffic is a big concern as the County grows at a fast pace. Please complete the project as soon as possible. This extension has already taken way too long.”

Response: General comment- No response needed

- Boyce Smith commented “Road needed to continue growth for area and traffic creating issue for business.”

Response: General comment- No response needed

- Mr. Kevin Kirkland commented “I am in FAVOR of the Pellissippi Parkway extension. It will be a huge service to the community. I work in Blount County and this will relieve surface traffic and make our community safer. I live near the parkway in Knox County. “

Response: General comment- No response needed

- Ms. Teri Brahams commented “I am in favor of completing the parkway as designed.”

Response: General comment- No response needed

- Mr. Carl VanHoozier commented “Please complete the Pellissippi Parkway it is so needed. I have to travel between Knoxville and Townsend several times a week. It is always congested and dangerous to travel in Maryville. The extension would solve this traffic problem. This project is about 15 years late happening.”

Response: General comment- No response needed

- Mr. Tony Thompson, Area Manager Pinnacle Financial Partners commented “The SR-162 Pellissippi Parkway Extension Project is critical to the improvement of traffic flow and economic development in Blount County. The project has been thoroughly vetted and discussed for many, many years. Providing access to the National Park without routing traffic through Maryville and Alcoa is a critical step in managing traffic flow as our community grows. Providing ease of access to the tourism spots in Townsend, Cades Cove, and the National Park will only serve to enhance our ability to be a destination location for people who want to reside in Blount County and for people who want to enjoy the beauty of our area. This is a great project, and I look forward to seeing it come to fruition!”

Response: General comment- No response needed

- Ms. Lisa Stremsterfer commented “I feel that the completion of the Parkway will serve to provide easier access to our beautiful Smoky Mountains for visitors and locals alike. Commute time to Knoxville and vice versa will be increased. Definitely in favor of the completion.”

Response: General comment- No response needed

- Ms. Jennifer Roberts commented “As a lifelong resident of East TN, the mountains are an integral part of my and my family's life. Having made the journey through Maryville to get there for over 50 years, we would welcome the Pellissippi Parkway extension to not only shorten the length of time to get there, but make the drive safer. I am always nervous driving on the narrow lanes through town. Thank you for considering our opinion.”

Response: General comment- No response needed

- Mr. John Hughes commented “I fully support the Pellissippi Parkway Extension.”

Response: General comment- No response needed

- Ms. Andrea Knight, HR Director, commented “Let's get this extension finished ASAP. It will be great for our community.”

Response: General comment- No response needed

- Erick commented “I think the Highway extension into Blount County, Tn will be a good thing and will take Danger and Highway crowding off of Alcoa Highway as well and help boost the community look.”

Response: General comment- No response needed

- Mr. Bob Booker, Senior Manager, commented “I support completion of the project.”

Response: General comment- No response needed

- Ms. Angela Jean Gamble commented “I am in support of the Pellissippi Parkway extension Project. This is much needed for our community for quicker methods at travel and avoid travel and more congested areas.”

Response: General comment- No response needed

- Ms. Tammi Ford commented “PROCEED WITH THIS PROJECT.”

Response: General comment- No response needed

- Ms. Elaine Vickers commented “Complete the Parkway!! Time to Move Ahead! Cut through traffic into Jackson Hills and tiny roads over to Sevierville Rd etc's ridiculous. Get this project completed!! It's been 'going to happen' for decades now!!”

Response: General comment- No response needed

- Mr. Brad Headrick commented “Please finish this much needed project. Thank You.”

Response: General comment- No response needed

- Mr. Yancey Aaron Quiett commented “Please finish the parkway!”

Response: General comment- No response needed

- Mr. Carl VanHoozier commented “Please complete the Pellissippi Parkway, I travel between Knoxville and Townsend several time a week, The congestion in Maryville is terrible. It not only take a lot of time to drive through Maryville but it is dangerous traveling due to the congestion. This road project needed to be completed years ago, so I sure hope TDOT will start construction very soon. Thanks”

Response: General comment- No response needed

- Mr. Raymond Boswell commented "I love the design of the 162/Pellissippi Parkway extension. I appreciate you including the Greenway access and I look forward to driving this route once it's completed. Great job on the design! Good luck with ROW acquisition and construction. Thank you."

Response: General comment- No response needed

- Ms. Shawn Norman commented "Adding in an extension on Pellissippi parkway, at the expense of people losing land on their farms, would not benefit the community at large. Cutting peoples land up is wrong, and should be avoided."

Response: General comment- No response needed

- AB Norman commented "This Pellissippi expansion project showcases everything wrong with our government and our leaders. If this project can't take place without encroaching and taking someone's land then it don't need to happen. People have worked entire lives to hold onto land, farms, and most important continuing on with what generations before them have worked hard for. What you guys are striving towards is not what this country was founded on. You should be ashamed to Go forward with this."

Response: General comment- No response needed

- Ms. Elizabeth Davis commented "I strongly oppose the construction of this extension. It will compromise the rural nature of Blount County by increasing high-speed traffic, bisecting a century farm, and promoting growth of big box chain stores that inevitably spring up around interstate interchanges, which will in turn run out local businesses. This project will harm the quality of local life while lining the pockets of those who don't live here- big box chain store CEOs and other upper level management of corporations and state entities. This project reflects an outdated mode of thinking: that growth for the sake of growth is good. That's just not true- to paraphrase writer Edward Abbey, "growth for the sake of growth is the ideology of a cancer cell." We need visionary leadership that aspires to something greater than this- wise, sustainable development that creates a walkable, bikeable city."

Response: General comment- No response needed

- Mr. Logan Rosenberg commented "I am strongly against this project, on the basis of environmental impact and poor civic planning. I believe this will not alleviate traffic congestion in Blount County. In fact it will make it worse. Additionally, the increased vehicle traffic will negatively impact the Little River watershed, which is one of the most bio-diverse and important watersheds in the state. NO PARKWAY EXTENSION"

Response: General comment- No response needed

- Mr. Jeremy Lloyd commented “The plan as proposed would do demonstrably more harm than good by permanently altering the rural character and charm of part of Blount County. No mitigation effort will ever undo the irreparable damage that laying down pavement through undeveloped farmland will cause. I urge you to shelve this plan.”

Response: General comment- No response needed

- Mr. John C DiDiego commented “Projections seem to show this project will not do many of the things given as a rationale for doing it...e.g. reduce local traffic, help business. And what it definitely WILL do that no one seems to want is: -Permanently scar the landscape, visually and ecologically -Permanently damage the agricultural and bucolic scenery people come here for I would like to see a little better overall planning that takes wildlife diversity, natural features, aesthetics, and other environmental factors into account.”

Response: General comment- No response needed

- Mr. Doug Gamble commented “The in-person meeting at Heritage High was enlightening. It became abundantly clear that TDOT can and will not halt a wasteful and destructive project like the Pellissippi Parkway Extension if it is advocated by unnamed (and often un-elected) local "leaders/"partners." This is true even in the face of overwhelming public opposition and TDOT's own studies of the project. I have known this for years but having TDOT confirm it in public was both fun and infuriating.

Public input for 20 years about this project to TDOT, the Transportation Planning Organization, and the local newspaper has been in overwhelming opposition. People who care about induced and un-planned growth and the destruction of a large section of Blount County for the convenience of visitors and certain local tourist projects and housing developments have said so loudly. Proponents of unfettered growth, on the other hand, have been pretty much silent because they know they already have the inertia of this "Legacy Project" on their side.

TDOT could, like DOTs in other states, offer leadership in the development of transportation and growth/land use plans that are forward-looking. But TDOT continues to roll along implementing an idea that is old, out-dated, destructive, and indifferent to issues of sustainability and the quality of life for most Blount County residents.

I urge TDOT to seriously examine the input it and the TPO have received since 2010. I could copy and paste it all in here, but that should not be necessary. I include in this request not just input from individuals but also the lengthy and well-researched comments by Citizens Against the Pellissippi Parkway Extension (CAPPE) during the entire NEPA process. I suspect that hardly anyone currently working for TDOT (or Governor Lee) has read the extensive record. Instead, the agency momentum just rolls along because certain local leaders/"partners" have not asked for the kind of review that could stop this waste of scarce money.”

Response: General comment- No response needed

- Mr. Thomas Klein commented “I am in full support of the Pellissippi Parkway Expansion. This improvement is LONG overdue for several reasons. The project will drastically reduce tourist traffic through Maryville as Blount County population continues to grow. It will make access to the Great Smokey National Park much more attractive and help provide a greater economic impact to the area. In addition for us who live in Townsend, driving to Knoxville will be significantly more convenient. I only have one suggestion for change. The intersection at the end of this expansion and Lamar Alexander (321) should not be merely a traffic light. That will create a huge bottleneck at times in the area. I believe a traffic circle or a "fly over" is needed to allow smooth transition between both highways.”

Response: During the preliminary design, the Department evaluated several options for the proposed intersection of State Route 162 (Pellissippi Parkway) and State Route 73 (East Lamar Alexander Parkway). The signalized intersection provided an acceptable level of service with the least impacts to adjacent properties. Traffic reports are updated as needed as the design progresses for the project. The traffic report for this project was updated in May 2022 which included an increase in traffic at the SR-162 (Pellissippi Parkway) and SR-73 (US-321) intersection. The increase in traffic resulted in an unacceptable level of service using the signalized intersection design. Due to the traffic increase, an interchange at SR-73 (US-321) is now being designed to assist with traffic operations and safety at this location. Design of the interchange is currently underway.

- Mr. Mike Hearon commented “The Pellissippi Parkway extension is well overdue. Please move forward with the project. In regard to the design, I feel it would be better to have on/off ramps at the terminus of the parkway at US 321 instead of the traffic lights that are currently in the design.”

Response: During the preliminary design, the Department evaluated several options for the proposed intersection of State Route 162 (Pellissippi Parkway) and State Route 73 (East Lamar Alexander Parkway). The signalized intersection provided an acceptable level of service with the least impacts to adjacent properties. The proposed signalized intersection at SR-162 (Pellissippi Parkway) and SR-73 (US-321) (East Lamar Alexander Parkway) was developed to help minimize impacts to surrounding properties and to decrease the overall project footprint at the end of the project. Traffic reports are updated as needed as the design progresses for the project. The traffic report for this project was updated in May 2022 which included an increase in traffic at the SR-162 (Pellissippi Parkway) and SR-73 (US-321) intersection. The increase in traffic resulted in an unacceptable level of service using the signalized intersection design. Due to the traffic increase, an interchange at SR-73 (US-321) is now being designed to assist with traffic operations and safety at this location. Design of the interchange is currently underway.

- Ms. Julie Niles commented “The project will increase traffic on 411 where I live. The project will encourage further development which increase volume of cars, trucks, and other commercial vehicles creating serious increase in accidents on 411 which is narrow and unforgiving. Your presentation as I saw on the video stated it would enhance the safety of the current roads. I travel to Maryville several times a week for groceries and services. How is the extension going to enhance my safety.”

Response: The purpose for the proposed State Route 162 (Pellissippi Parkway) Extension project is to: provide travel options to the existing radial roadway network, enhance regional transportation system linkage, enhance roadway safety on the county's roadway network (including the Maryville core), and to achieve or avoid adversely affecting traffic operations on the existing transportation network. Improvements to SR-35 (US-411) are proposed as part of this project including widening the existing 2-lane roadway with narrow shoulders to include 2-12 foot travel lanes in each direction with a 12 foot center turn lane. This improvement will extend from near Dell Road to east of Nina Delozier Road and total approximately 1 mile of roadway improvements on SR-35 (US-411). These improvements will address safety concerns near the proposed interchange. Additional improvements to SR-35 (US-411) outside the limits of the SR-162 (Pellissippi Parkway) project if needed will need to be identified by either the rural or metropolitan planning organization (RPO/MPO) and subsequently communicated to TDOT. Through this process projects and needs are identified at a local level and subsequently communicated to TDOT.

- Mr. Roy Stroud commented "It was exciting watching the public input meeting after the fact. Thank you for recording it. I drive SR 162 often and as a tax payer it is disappointing to think about spending 130 million on a short section of extension where plenty of the rest of SR163 needs attention. I do understand Federal money will be used for much of the funding. Every time I pull a trailer north or south on SR115(US129) across the top of SR-162 it makes me want to call your bridge inspection folks to ask them to please come work on those extremely jolting expansion joints!! -Main question/comment is why not add an underpass/overpass or some sort of cloverleaf type interchange at termination there at 321 (SR73). If you are truly looking to increase safety and mobility. In another 10 to 20 years what will that termination look like. I enjoyed the flyover video showing estimated traffic flow at rush hour in 2040. How much safer would traffic flow at the termination for the next 20 to 40 years if there was a full interchange? From this tax payer, road user standpoint if we (Blount Co. residents and Tennessee residents) are getting this SR162 extension (seems like no matter what). I would encourage and challenge TDOT to reinvest in 200 acres in other places through out that fine county to make up for the lost lands. Mix and match so say an average of twenty 10 acre opportunities. You could have more parking or picnic areas or how about truck pull offs and parking or just pass it back to the county for a park or extra green space. Yes 200 acres at an average of 20K an acre is 4 million extra, but on top of that 130 million it would be very life giving investment in the county. Thank you for allowing my option to be added to the record.

Response: During the preliminary design, the Department evaluated several options for the proposed intersection of State Route 162 (Pellissippi Parkway) and State Route 73 (East Lamar Alexander Parkway). The signalized intersection provided an acceptable level of service with the least impacts to adjacent properties. Traffic reports are updated as needed as design progresses for a project. The traffic report for this project was updated in May 2022 which included an increase in traffic at the State Route 162 (Pellissippi Parkway) and State Route 73 (US-321) intersection. The increase in traffic resulted in an unacceptable level of service using the signalized intersection design. Due to the traffic increase, an interchange at State Route 73 (US-321) is now being designed to assist with traffic operations and safety at this location. Design of the interchange is currently underway.

- Ms. Cindy Moore commented “I'd like to know when the ROW acquisition process will start as the road will be coming through a portion of my back property. What will TDOT do to ensure noise reduction?”

Response: The department currently anticipates beginning the right-of-way appraisal and acquisition phase by Summer 2023. Noise barriers were evaluated for the Preferred Alternative and other Build Alternatives in accordance with the FHWA noise regulation and TDOT's noise policy. The results were summarized in the Noise Technical Report (dated 2014) that was completed for the Final Environmental Impact Statement (FEIS). The initial noise analysis was based on preliminary plans. As a result, TDOT will update the noise analysis and noise barrier evaluations for the Selected Alternative during final design. Noise barriers that are identified as feasible and reasonable based on the final design will be included in the project plans.

- Mr. Tom Harrington commented “On the news it was reported that the extensive work might not start for 3 to 4 yrs. Since this project has been in the planning for so many years could they not speed-up the work? I have been volunteering in the Great Smoky Mts. National Park for 21 and a half years and have to drive through heavy congested traffic in Alcoa & Maryville coming from my Knoxville home. The bypass would benefit so many people, would likely reduce pollution and because of less congestion it would contribute to safer highways in the area. Thank you.”

Response: The department currently anticipates beginning the right-of-way appraisal and acquisition phase by Summer 2023. It is anticipated to take approximately 24-30 months to acquire the necessary property. Once the necessary property has been acquired, the project will be eligible for construction funding. This project will need to be identified in TDOT's Comprehensive Multimodal Program (3-year plan) to be budgeted for construction before funding can be made available for construction activities. It is anticipated that construction activities would take 36-42 months to complete construction.

- Mr. Ronald Gideon commented “Why are you wanting to extend a road, while the current road is not being maintained? Could the money to be used not better be utilized on improvements to existing roads? If the current plan is going to happen no matter what, I would suggest not putting a bridge across East Brown School rd. The current residents would prefer the end of brown school rd that enter sects with Wildwood rd to be a dead end. Which would be a significant savings to the project.”

Response: TDOT's funding is split into different programs (safety, resurfacing, rockfall mitigation, congestion management, bridge replacement, etc). The funding being utilized for the Pellissippi Parkway Extension cannot be used for another program. It can only be used for a similar type project. East Brown School road is a local road and is under the jurisdiction of the County. To date, the department has not received any request to close East Brown School.

- Mr. Tom Swicegood commented “I fully support this extension of the Pellissippi parkway. This route is sorely need in Blount County to alleviate traffic congestion in the Maryville/Alcoa area. When will land purchases begin for the ROW and when will construction begin?”

Response: The department currently anticipates beginning the right-of-way appraisal and acquisition phase by Summer 2023. It is anticipated to take approximately 24-30 months to acquire the necessary property. Once the necessary property has been acquired, the project will be eligible for construction funding. This project will need to be identified in TDOT's Comprehensive Multimodal Program (3-year plan) to be budgeted for construction before funding can be made available for construction activities. It is anticipated that construction activities would take 36-42 months to complete construction.

- Ms. Nancy R Neilson commented "When I look at our society, our community, it simply makes no sense to spend 100M on 5 miles of road. Why not spend that on improving current roads? Why not spend it on a currently deteriorating I-140? I believe this project is in the best interest of only a few and will not improve our county. Please redirect these funds to benefit more residents and preserve what brings residents and visitors here to begin with. TDOT needs an entirely new approach to its mission going forward."

Response: TDOT's funding is split into different groups (safety, resurfacing, rockfall mitigation, congestion management, bridge replacement, etc). The funding being utilized for the Pellissippi Parkway Extension cannot be used for resurfacing. Resurfacing of I-140 is currently scheduled to be let to construction over the next few years. The section from I-40 to just south of Northshore in Knox County and the Blount County SR 162 section from SR 115 (US 129) to the end of SR 162 is currently scheduled for 2022. The middle section from Northshore to SR 115 (US 129) is currently scheduled for 2023.

- Ms. Kristie Wilson commented "My husband and I own tract 17 and tract 18. Before CAPPE stopped the Pellissippi Parkway extension, TDOT was going to put a two lane road through the remainder of our property (tract 17) so that our neighbors behind us (tract 13 or 14) could have access to their property. The two lane road is not showing up on the current plans. If you do not put in the two lane road, how will our neighbors have access to their property?"

Response: Currently the department does not have plans to construct a 2-lane roadway through your property. Any property that does not have access to a roadway would be determined to be loss of access. If a property is determined to be loss of access, the department is required to offer to purchase the entire piece of property. The property owner has the choice to sell the property to the state, sell the property to an adjoining property owner, or keep the property and seek other means of access through adjoining properties.

- Mr. James Fitzgerald commented "Per the TDOT FEIS, traffic will increase on Blount County roads and US 411. The cost to TN and US taxpayers for this project is too high. Money is better spent fixing/repairing what we already have. Save it, don't pave it. One question asked but not answered at the meeting: would a design change to eliminate the intersection of the PPE and U.S. 411 be financially and safety-wise beneficial? On information and people presenting: the content and vision of the presentation was of good quality for people that are driving the bulldozer without the capability to stop said bulldozer. Thank you for your time and consideration in holding this in-person meeting."

Response: The proposed design meets all aspects of the projects defined purpose and need identified in the approved Environmental Document and included the proposed interchange at State Route 35 (US 411).

- Mr. Kathy Jackson commented “First, I do support this project. Thank you for the time and thought that you have invested in Blount County. I do wonder about how the light at the termination of the parkway and 321... Driving to Townsend from Maryville is an easy drive without a lot of stops and starts. I have some concern about how the light will impact the flow of traffic. Thank you.”

Response: During the preliminary design, the Department evaluated several options for the proposed intersection of State Route 162 (Pellissippi Parkway) and State Route 73 (East Lamar Alexander Parkway). The signalized intersection provided an acceptable level of service with the least impacts to adjacent properties. Traffic reports are updated as needed as design progresses for a project. The traffic report for this project was updated in May 2022 which included an increase in traffic at the State Route 162 (Pellissippi Parkway) and State Route 73 (US-321) intersection. The increase in traffic resulted in an unacceptable level of service utilizing the signalized intersection design. Due to the traffic increase, an interchange at State Route 73 (US-321) is now being designed to assist with traffic operations and safety at this location. Design of the interchange is currently underway.

- Ms. Moria Wedekind commented “It's already difficult to get onto US 321 from Hubbard School Rd or Tuckaleechee Pike (east of the proposed interchange). What considerations have been given to improving that access, given the increased traffic volume that can be expected from the extension? Perhaps a traffic light at Tuckaleechee Pike? Thank you for your consideration.”

Response: Hubbard School Road and Tuckaleechee Pike are outside the project limits. As with other intersections across the state, the department will continue to monitor these intersections to determine if they meet signal warrants.

- Mr. Jackson Hurst commented “Regarding the US 321/TN 73 Terminus could TDOT possibly look at doing a partial interchange design: Ex. Flyover loop Ramp from southbound Pellissippi Parkway to Eastbound US 321 (Lamar Alexander Pkwy)/TN 73, and on ramp from Westbound US 321(Lamar Alexander Pkwy)/TN 73 to Northbound Pellissippi Parkway. Look at FDOT's example of this concept on FDOT's First Coast Expressway (FL-23) Project, more specifically the First Coast Expressway (FL-23)/US-90 (Beaver Street) Intersection.
<https://nflroads.com/FirstCoastExpressway/documents/2018-03-22-whole-fce-us-90-to-sr-21-map-2.pdf>”

Response: During the preliminary design, the Department evaluated several options for the proposed intersection of State Route 162 (Pellissippi Parkway) and State Route 73 (East Lamar Alexander Parkway). The signalized intersection provided an acceptable level of service with the least impacts to adjacent properties. Traffic reports are updated as needed as design progresses for a project. The traffic report for this project was updated in May 2022 which included an increase in traffic at the State Route 162 (Pellissippi Parkway) and State Route 73 (US-321) intersection. The increase in traffic resulted in an unacceptable level of service utilizing

the signalized intersection design. Due to the traffic increase, an interchange at State Route 73 (US-321) is now being designed to assist with traffic operations and safety at this location. Design of the interchange is currently underway.

- Mr. John Rush commented “See attached! This road should not be built! The staff that presented had very little to offer. TDOT staff should have worn masks!!! I would like to submit the following comments on the proposed Pellissippi Parkway Extension from State Route 33 to US Highway 321. As someone who is familiar with transportation planning I will say that this project is not needed for several reasons. Those reasons include the extension will not alleviate traffic in the cities of Maryville and Alcoa, the connection between Old Knoxville Highway and US Highway 321 will mainly serve tourists passing through the area, local roads that would serve the extension are already dangerous and will receive more traffic, and most importantly, an expensive, interstate style road is not needed to help with mobility in the area.

- 1). Why is the proposed extension road so wide? It looks like the right of way will take 200 feet and the paved surface will be 100 feet. Why? The amount of traffic that will use the road does not seem to justify such a large ROW. Was the ROW length based on projected traffic counts or was it based on what is currently in place for the rest of the Pellissippi Parkway? If built, I think the ROW and paved surface should be drastically decreased to reduce the impact.
- 2). Why is the proposed extension being designed as an interstate style highway? The amount of traffic that will travel the road does not justify such a big road with such wide shoulders. I would recommend scaling down the design to a two lane road with a wide shoulder. This would minimize the impacts to property owners in the path of the road. The smaller road could possibly be designed to avoid structures and sensitive areas.
- 3). There is a proposed traffic light at the terminus of the proposed road at US Highway 321. During the presentation it was noted that the lights will be designed to minimally impact traffic on US Highway 321. I totally disagree with that assertion. There is not a traffic light on US Highway 321 from Browns Creek Shopping Center in Maryville to where US Highway 321 turns towards Wears Valley in Townsend. Traffic travels smoothly the long distance between the two lights. Adding a traffic light will delay traffic no matter how it is configured. In addition, the new intersection will bring development. That development will also impact the existing traffic flow on US Highway 321. I recommend making the intersection without a light. It may take more property (the project is already taking a lot of property) but it will not interfere as much with the traffic flow on US Highway 321. No stop light on US Highway 321.
- 4). The only intersecting road on the proposed extension is US Highway 411. Even though the road was recently paved it still has severe drop offs that are dangerous and causes wrecks. This road will have increased traffic due to traffic from downtown Maryville funneling to get to the proposed extension. There is a school zone on the road and during school hours and rush hour traffic this road is heavily used. The proposed extension will make matters worse. Are there any plans to make improvements to US Highway 411 outside of the intersection?
- 5). Are there any plans to add a traffic light at US Highway 411 if needed in the future? This will impact traffic that flows on the road since there are not any traffic lights from the school in Maryville to the intersection with US Highway 411. Should the impact of possibly adding a traffic light be added to the design process?
- 6). The proposed extension goes through farmland that is productive and part of the Blount County economy. The proposed road will also be near existing homes. The justification to extend

the Pellissippi Parkway for alleviating traffic in Maryville and adding a connecting road in east Blount County does not justify turning a rural area into a developable land. How will the design of the extension impact existing land uses? Would a smaller road reduce those impacts?

7). If complete the extension will bring noise and light pollution to the peaceful countryside.

What mitigation measure will be taken to reduce these impacts? Would a smaller, two lane road reduce those impacts?

8). There is no large population center at the terminus of the proposed project (US Highway 321) that will be served by this new road. Most traffic that will use the road will be people that live in the area (with the only access being on US Highway 411 and 321) and people wanting to go back and forth to the Smokies. Why is an interstate style road being built for traffic that is not connecting two centers of population?

9). Have any endangered or rare species of plants or animals, archaeological sites, or other rare items been discovered since the ROD? If so, should the FEIS be amended?

10). If the extension is completed it will increase traffic on the existing substandard roads in the area. Many of the roads that are in that area are narrow and dangerous. It would make more sense to improve these roads instead of creating a new interstate style road. The proposed road will bring more development, putting more strain on the substandard roads. What is proposed for the substandard roads if the proposed extension is completed.

11). The proposed extension is not needed to alleviate traffic in roads that are supposedly congested in Maryville, Alcoa, and Blount County. Over the past twenty years, which this project has been studied and planned, traffic or level of service has not increased significantly on those "congested" roads. In addition, since the Record of Decision construction has begun on the Alcoa Highway Bypass and the cities of Maryville and Alcoa has instituted a traffic management system that is designed to reduce traffic congestion in the heavily used areas. Were these two projects taken into consideration for the FEIS and ROD and particularly with the design of the new proposed extension? Should the FEIS be amended to reflect these traffic mitigation measures that have been taken since the ROD?

12). The existing State Route 162 from Alcoa Highway to Old Knoxville Highway (Route 33) was built with state funds and no federal funds. The proposed extension to US Highway 321 is "advertised" as being an extension of State Route 162 (not Interstate 140). The designation of Interstate 140 stops at Alcoa Highway. If this is a state route why are federal funds being used to fund this project? Why is this extension being built to federal interstate standards?

13). What steps, if any, will be taken to redesignate the road from State Route 162 to Interstate 140 if completed? Once again, why are federal funds being used for a state designated road?

14). This proposed extension does not make much sense since it will not alleviate traffic in other areas and primarily be used by people passing through the area. Locals use existing roads to connect to the existing Pellissippi Parkway with very few delays. The extension will not help with the traffic on these back roads. Building an interstate style highway seems like an overkill to a minor traffic situation. I realize the Knoxville TPO has indicated this as a high priority project but why? Decisions at the TPO are made by mayors and officials from the local area, most of whom are not transportation planners. Since TDOT is in the transportation business what is their opinion of this extension? Based purely on alleviating traffic and helping with local traffic flow, how will this extension help with those situations? Is an interstate style highway needed to alleviate those concerns.

15). This extension should not be built. It is an idea from the 70s where creating a loop around a city would supposedly help with interior traffic. Traffic studies have found this not to be true and

instead the opposite – it creates more traffic in outlying areas. It's time to finally scrap this project and instead focus on local population.

Response:

- 1) The proposed typical section of the roadway includes four (4)-twelve foot travel lanes (two (2) lanes in each direction) with fourteen (14) foot inside shoulders and twelve (12) foot outside shoulders and is based on TDOT design standards. The width of right-of-way varies throughout the project and is set based on slope lines needed to construct the project.*
- 2) Based on traffic projections, a four-lane highway is required based on TDOT design guidelines.*
- 3) During the preliminary design, the Department evaluated several options for the proposed intersection of State Route 162 (Pellissippi Parkway) and State Route 73 (East Lamar Alexander Parkway). The signalized intersection provided an acceptable level of service with the least impacts to adjacent properties. Traffic reports are updated as needed as design progresses for a project. The traffic report for this project was updated in May 2022 which included an increase in traffic at the State Route 162 (Pellissippi Parkway) and State Route 73 (US-321) intersection. The increase in traffic resulted in an unacceptable level of service utilizing the signalized intersection design. Due to the traffic increase, an interchange at State Route 73 (US-321) is now being designed to assist with traffic operations and safety at this location. Design of the interchange is currently underway.*
- 4) The department has one project currently in the preliminary design stages of development to improve existing State Route 35 (US-411) (Sevierville Road) from near South Washington Street to near Walnut Street. This project includes reconstructing existing State Route 35 to include two (2) - twelve (12) foot travel lanes (1 in each direction) with a twelve (12) foot center turn lane. The project will include curb and gutter as well as sidewalk and greenway located along each side of the improvement. Additional improvements to SR-35 (US-411) outside the limits of the SR-162 (Pellissippi Parkway) project and the SR-35 (US-411) project if needed will need to be identified by either the rural or metropolitan planning organization (RPO/MPO) and subsequently communicated to TDOT. Through this process projects and needs are identified at a local level and subsequently communicated to TDOT.*
- 5) The proposed entrance and exit ramps at the proposed interchange of State Route 162 (Pellissippi Parkway) and SR-35 (US-411) are proposed to be signalized.*
- 6) The design of the proposed project meets the defined purpose and need in the Environmental Document. Land use is determined by the local governments. The roadway typical sections for the project are based on TDOT design standards. The proposed four (4) lane improvement along State Route 162 (Pellissippi Parkway) is required based on traffic projections and TDOT design standards.*
- 7) Currently lighting is not proposed to be included in the project. Noise barriers were evaluated for the Preferred Alternative and other Build Alternatives in accordance with the FHWA noise regulation and TDOT's noise policy. The results were summarized in the Noise Technical Report (dated 2014) that was completed for the Final Environmental Impact Statement (FEIS). The initial noise analysis was based on preliminary plans. As a result, TDOT will review the noise analysis and noise barrier evaluations for the Selected*

Alternative during final design. Noise barriers that are identified as feasible and reasonable based on the final design review may be included in the project plans. For information on environmental studies and documentation, including noise analyses, completed to date for this project, please refer to

<https://www.tn.gov/tdot/projects/projects-region-1/pellissippi/pellissippi-library.html>

- 8) *The design of the proposed project meets the defined purpose and need in the Environmental Document. For information on environmental studies and documentation completed to date for this project, please refer to*
<https://www.tn.gov/tdot/projects/projects-region-1/pellissippi/pellissippi-library.html>
- 9) *Comment noted but is outside the scope of the Design Meeting. The purpose of both the virtual and in-person Design Meeting was to gather comments and feedback regarding the proposed design elements for the project. For information on environmental studies and documentation completed to date for this project, please refer to*
<https://www.tn.gov/tdot/projects/projects-region-1/pellissippi/pellissippi-library.html>
- 10) *The design of the proposed project meets the defined purpose and need in the Environmental Document.*
- 11) *Comment noted but is outside the scope of the Design Meeting. The purpose of both the virtual and in-person Design Meeting was to gather comments and feedback regarding the proposed design elements for the project. For information on environmental studies and documentation completed to date for this project, please refer to*
<https://www.tn.gov/tdot/projects/projects-region-1/pellissippi/pellissippi-library.html>
- 12) *The department utilizes federal dollars on projects on state routes across the state. The proposed design meets current TDOT design standards.*
- 13) *At this time, it has not been determined that the department would convert SR 162 to I-140, but there is an established process to do so. The department would not consider converting SR 162 until after construction is complete.*
- 14) *The department has completed the NEPA process and has an approved Environmental Document with a defined purpose and need. The proposed design meets the defined purpose and need.*
- 15) *General comment- No response needed*

- *Mr. Mark Eder commented "I can't see that it is needed. For the amount of usage it will get is it worth the cost. Since I live close by I'm concerned about noise. The question and answer session was like watching a political debate. A question is asked, then the politician starts talking but does not answer the question. No concrete answers were given. All you did was dance around the questions. And why wasn't local government there? I'm new to this but after tonight I understand why people are mad."*

Response: Comment noted. The purpose of both the virtual and in-person Design Meeting was to gather comments and feedback regarding the proposed design elements for the project. Design questions were addressed.

- *Mr. Terry A. Bunde commented "I did not get a chance to ask my question so here goes. TDOT's main concern is road safety, yet the SR-162 EXT project will intersect 411N and provide (as Mr. Borden said in a radio interview the day before the public meeting) Sevier County residents access from SR-162 to 411N. But Sevierville Road is in bad need of repair and safety upgrade and already has a lot of traffic. TDOT's own website lists widening and improvements from Everett*

High Road to Nina Delozier Road as being on the 2035 horizon. Improvements from the Maryville city limits to Chapman Highway is stated for 2045. Any extension of SR 162 will put much more traffic onto Sevierville Road without any improvements for at least 10 plus years. How is the design that attracts new traffic to unsafe roads consistent with your mission to focus on safety first?"

Response: Safety is a top priority for the department. TDOT's funding is split into different programs (safety, resurfacing, rockfall mitigation, congestion management, bridge replacement, etc). The funding being utilized for the State Route 162 (Pellissippi Parkway) Extension cannot be used for another program. It can only be used for a similar type project. Improvements to State Route 35 (US-411) are proposed as part of this project including widening the existing 2-lane roadway with narrow shoulders to include two (2) – twelve (12) foot travel lanes in each direction with a twelve (12) foot center turn lane. This improvement will extend from near Dell Road to east of Nina Delozier Road and totals approximately one (1) mile of roadway improvements on State Route 35 (US-411). Additional improvements to State Route 35 (US-411) outside the limits of the State Route 162 (Pellissippi Parkway) extension project if needed will need to be identified by either the rural or metropolitan planning organization (RPO/MPO) and subsequently communicated to TDOT. Through this process projects and needs are identified at a local level and subsequently communicated to TDOT. The two projects mentioned above are mentioned in the Knoxville Regional Transportation Planning Organization's (TPO) Mobility Plan 2045 (Long-range plan). Through the planning organization process project needs are identified and subsequently communicated to TDOT.

- Ms. Susan Rivenbark commented "The interchange on Sevierville Road is not necessary and will increase large truck traffic on a road that can not handle it. The poorly designed on and off ramps on Pellissippi Parkway are dangerous – merge lanes are too short. You take your life in your hands especially at 129. The area where I40 would cross Sevierville is a lake for months at a time in winter. Drainage for the length of the proposed road would be negatively impacted. Lack of response to comments and questions about what lawmakers are supporting this project was insulting. The lack of attention paid to resident calls and emails is also insulting. The construction on 129 towards Knoxville is so slow, traffic delays on any new project would be very long and drawn out if what we've seen is any indication. The state of disrepair on Pellissippi Pkwy and connecting roads show that the county and state cannot keep up now. The interchanges are dangerous. There was plenty of space to have made the merge areas longer and safer – why aren't they? Cost? A redesign of the project is needed on many levels. Safety, drainage, preserving water sheds and wildlife corridors, preserving farmland and the county feel of coming into Maryville from the east on Sevierville Road. P.S. The Kingston Pike interchange is the worst and most dangerous. The design does not allow enough room for cars entering the highway to change places with cars exiting."

Response: The lengths of proposed ramps as designed in the proposed State Route 162 (Pellissippi Parkway) Extension project are based on current TDOT design standards. Drainage improvements are currently planned to help support the drainage area in question at State Route 35 (US-411) (Sevierville Road). Substandard drainage culverts and existing topography in this area cause the ponding concerns mentioned. As part of the proposed project the drainage

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will be addressed by providing adequately sized culverts and roadway ditches to convey the water to the adjacent branch to the Little River.

- Ms. Marian D. Fitzgerald commented “I have multiple issues with the plan as proposed. They are further addressed in the attached letter; please include my letter in the public record – The safety concern is paramount. The proposed interchange of the PPE with US411 will increase traffic congestion, slow mobility, and greatly decrease safety on Sevierville Road – a narrow 2-lane highway without shoulders that already carries more traffic than it can safely accommodate. It would be both stupid and unethical to build this interchange. Don’t! I also object to the concrete median barrier wall. It will make the PPE a lesser “Parkway” and a greater hazard to wildlife. The intersection with stoplights at the PPE terminus at U.S. 321 will back up traffic on both highways. This will not improve mobility anywhere. The proposed “greenway” alongside the PPE was not thought through very carefully. Why would people walk or bike beside a busy highway? Where could a cyclist go after reaching Sevierville Road? The whole Pellissippi Parkway Extension project is ill-conceived and completely unnecessary. Save us all a bundle of money and trouble by not building it, period. Repave the existing Pellissippi Parkway instead. Please.

Thank you for holding an in-person public meeting, providing an opportunity for us to interact and ask questions. The presenters did not answer many questions put to them, including mine: How do you propose to keep Sevierville Road safe after adding traffic to it by creating an interchange with the proposed PPE? Why not just bridge over 411 with no interchange with the proposed PPE? I would appreciate the courtesy of an answer (email is fine.)

Thank you for re-paving Sevierville Road so nicely. The bold new paint stripes, cat’s-eyes in the center, and rumble strips on the outside lines help to make this old U.S. Highway a bit safer to navigate. However, it is still narrow, shoulder-less, and dangerous. Adding extra traffic to it by building the Pellissippi Parkway Extension with its designed interchange is totally unacceptable to those of us who must use this stretch of 411 regularly. How will you achieve your stated objective of improving safety on the existing road network if the PPE is constructed as planned? Please do NOT build this interchange! Better to bridge the PPE across US411.

Other poorly-chosen design features include the intersection with stoplights at the terminus on US321 (the originally planned interchange would offer us better mobility and less congestion), the concrete median barrier (ugly, plus a hazard to wildlife), and the roadside “greenway” path (offering cyclists an unpleasant ride to a dangerous, nonsensical destination).

The Pellissippi Parkway Extension itself is-and always has been-a poorly conceived idea with no clear transportation benefit. It will lay down expensive new pavement where none is needed. If it generates suburban and commercial development, it will do so in the wrong place. We need to protect our Little River and preserve our valley farms.

At the meeting on Sept. 21, your spokesmen commented that “all of our elected officials” want this highway built. While that may have been true decades ago, it is not the case today. Out Blount County Commissioners, and the County Mayor, are taking a fresh look at present and future growth and development. Several of our current Commissioners now question the

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wisdom of continuing the PPE to US321. In fact, the push to build this road has always come from Blount Partnership and Chamber of Commerce-unelected leaders who do not speak for a majority of the people.

The people of Blount County want to preserve our rural heritage and keep our beautiful home as the “quiet side of the Smokies”. We want TDOT to maintain the roads we have now instead of building expensive new ones where they are not needed. Of course some new roads are useful and necessary, but many of us feel that this proposed Extension of the Pellissippi Parkway will bring more harm than benefit to our county.

Thank you for accepting and recording my comments.

Response: During preliminary design, TDOT coordinated with local municipalities regarding their existing greenway system as well as future greenway plans to determine the location of the proposed greenway within the project corridor. The local municipalities requested the Department to construct the greenway from Wildwood Road to State Route 35 (Sevierville Road) allowing them to connect and expand the greenway system in the future.

The proposed interchange of State Route 162 and State Route 35 (Sevierville Road) was part of the approved Environmental Document and meet the defined purpose and need. Improvements to State Route 35 (US-411) are proposed as part of this project including widening the existing 2-lane roadway with narrow shoulders to include two (2) – twelve (12) foot travel lanes in each direction with a twelve (12) foot center turn lane. This improvement will extend from near Dell Road to east of Nina Delozier Road and totals approximately one (1) mile of roadway improvements on State Route 35 (US-411). Additional improvements to State Route 35 (US-411) outside the limits of the State Route 162 (Pellissippi Parkway) extension project if needed will need to be identified by either the rural or metropolitan planning organization (RPO/MPO) and subsequently communicated to TDOT. Through this process projects and needs are identified at a local level and subsequently communicated to TDOT.

During the preliminary design, the Department evaluated several options for the proposed intersection of State Route 162 (Pellissippi Parkway) and State Route 73 (East Lamar Alexander Parkway). The signalized intersection provided an acceptable level of service with the least impacts to adjacent properties. Traffic reports are updated as needed as design progresses for a project. The traffic report for this project was updated in May 2022 which included an increase in traffic at the State Route 162 (Pellissippi Parkway) and State Route 73 (US-321) intersection. The increase in traffic resulted in an unacceptable level of service utilizing the signalized intersection design. Due to the traffic increase, an interchange at State Route 73 (US-321) is now being designed to assist with traffic operations and safety at this location. Design of the interchange is currently underway.

- Mr. John Williams commented “Why has it taken so long. Can’t you sue the folks that caused the delay for the increase in costs? The major problem the anti-crowd ignored is why do they want more and more traffic problems at the current end of 162 at Highway 33”

Response: The department has followed the established development process. That process allows all citizens to voice their comments and concerns.

- Ms. Mildred B. Sieber commented “We have many substandard 2-lane roads that need repair and upgrading. Why should limited transportation funds be spent on PPE rather than improving and maintain our existing roads? I live just off Sevierville Road (US 411) which is unsafe, narrow, with no shoulders. It is not adequate for the current traffic! The PPE will increase traffic on US 411 and make citizens even less safe. Meeting time (length) inadequate. Facility accommodations too small for safety re: Covid-19!!!”

Response: TDOT’s funding is split into different groups (safety, resurfacing, rockfall mitigation, congestion management, bridge replacement, etc). The funding being utilized for the Pellissippi Parkway Extension can only be used for a similar type project. Improvements to State Route 35 (US-411) are proposed as part of this project including widening the existing 2-lane roadway with narrow shoulders to include two (2) – twelve (12) foot travel lanes in each direction with a twelve (12) foot center turn lane. This improvement will extend from near Dell Road to east of Nina Delozier Road and totals approximately one (1) mile of roadway improvements on State Route 35 (US-411).

- Ms. Nina Gregg commented “The design concept is > than 50 years old, a 20th century approach based on the assumption that more roads are the solution to congestion and high speed roads are necessary for economic growth. This is October 2021 (not 1975 when the project was proposed). We must plan thoughtfully and responsibly for the future by developing a vision of where and how we want our community to grow that includes how we will pay for our needs in the future that is already very different from the 20th century. We deserve visionary leadership to ensure a sustainable way of life for future generations, not continuation of the habits of the past. We know from TDOT’s own studies that the PPE will NOT help congestion. The state of TN does not have enough \$ to maintain existing roads and bridges, the Extension will cost \$135+ million, construction funds aren’t guaranteed yet you are ready to take land by eminent domain for Right of Way, we already have four-lane access to Townsend from Knoxville and Lenoir City, GSMNP is the most visited national park in the US - people have no difficulty finding it, the PPE design will bypass existing businesses and will take untold acreage from Pellissippi Place Business Park, which was supposed to be revenue generating, approval of residential development in Blount County is piecemeal rather than part of a comprehensive land use & infrastructure plan, we do not know how to pay for public services to thousands of new residents, and we do not have a shared vision of where and how we want our community to grow and what we want it to become in the 21st century. TDOT’s mission is “To provide a safe and reliable transportation system that supports economic growth and quality of life.” One of your values is “Innovation - we look for new and emerging ways to serve our customers.” How can you help us imagine and prepare for a sustainable way of life for future generations, instead of promoting this outdated and shortsighted 20th century idea?”

Response: The proposed design meets current TDOT design standards and satisfies the defined purpose and need in the approved Environmental Document.

- Mr. Edwin J. Best Jr commented “How does this design address the very real and pressing transportation needs due to the explosion of growth in the western part of the county, where there will be TWO massive Amazon warehouses with hundreds of tractor trailers and where, according to promotions for the new Laurel Branch Industrial Park, “there are 230 apartments units approved and under construction, 350 new houses approved/under construction on Morganton Road and 100 more homes in the approval stage” and “29,051 average daily traffic county on US 321?”

Response: Comment noted but is outside the scope of the Design Meeting. The purpose of both the virtual and in-person Design Meeting was to gather comments and feedback regarding the proposed design elements for the project. For information on environmental studies and documentation completed to date for this project, please refer to <https://www.tn.gov/tdot/projects/projects-region-1/pellissippi/pellissippi-library.html>

- Ms. Jacqueline Ramos commented:

(1) There are more sustainable and cost-efficient infrastructure and transportation alternatives to the construction of an interstate. What are those transportation alternatives and designs and why were they not chosen? Why is this project being pursued versus other TN infrastructure projects? When was the last EIS performed for PPE and what were the outcomes? Why isn't there an update to the project's EIS? What were the other studies performed in preparation for this project? When were they conducted? What were the outcomes? Why aren't they being updated? What are the financial plans in financing this project? Where is the 20%+ local match coming from for this project? Where will the funding come from for the maintenance of this project (repaving the full road every 10 years, highway repainting, others)? What about end of life at the end of 50/60 years? What does that financing look like? How are you sure that there is state money or federal grants accessible for this extension? What projects are being de-prioritized to fund this extension and the maintenance of this road? Why is PPE prioritized on top of those projects?

Bottom-line: This is an irresponsible fiscal decision, and I don't approve my tax dollars in going towards a project with such low ROI.

(2) Choosing where and how we want our community to grow is essential to maintain quality of life and the rural character of our county. The PPE will induce suburban sprawl, further congestion, and potentially lowered property values all along its route. We have to provide and pay for infrastructure (schools, roads, safety and services) wherever there is growth and residential development does not generate enough revenue to pay for associated service. How does the PPE serve the interests of the City of Maryville, City of Alcoa and Blount County and their residents? What are its impacts on local growth numbers? Does the PPE contribute to local economic growth? How will it impact local communities - socially, environmentally?

The PPE presents environmental concerns as well. Blount County is fortunate to have Little River, designated as an Exceptional Tennessee Waterway, as an important natural resource. Little River is not only the source of Blount County's drinking water but also serves as an important recreational resource and supports a number of federal and state threatened and endangered species. Increases in runoff (i.e. microplastic tire pieces) and the potential for contamination of groundwater because of conversion of

rural lands and farms to subdivisions and commercial developments will negatively impact the Little River watershed if the PPE is built.

(3) The project does not meet objectives. TDOT's own studies contained in the Final EIS show that the PPE will not meet TDOT's objectives for the project. The PPE will not reduce congestion in the core of Maryville nor improve safety on our existing road network. Instead, conditions will continue to deteriorate. The addition of traffic lights on Sevierville Rd and at the end of the PPE where it would end at US321 will impede traffic flows.

Over the years TDOT has changed its rationale for the PPE. The original proposal, a beltway around the City of Maryville, was abandoned. The PPE is the remnant of that outdated 40-year-old idea. TDOT asserts benefits from the PPE, but their own studies demonstrate that this new highway will not change our "Poor local road network with substandard cross sections," "Improve roadway safety on the existing roadway network, including the Maryville core," "Achieve acceptable traffic flows (level of service) on the transportation network or not adversely affect traffic flows on the existing network." In fact TDOT's studies show many area roadways will have failing levels of service by 2040 even with the PPE.

Current Blount County transportation and infrastructure needs as identified by local leadership are overwhelmingly in the western part of the county, an area where the PPE will be of no assistance. The "Relocated Alcoa Highway", the US 129 Bypass, new roadways to serve the massive Amazon distribution center, widening Alcoa Highway, Robert C. Jackson extension, investments by Denso and apartment-complex developers, and residential growth in west Blount County all point to evolving traffic patterns and needs. This is where we need to invest in road improvements.

(4) Health and Safety

The PPE presents concerns of health and safety. According to the ACS, 25% of the local population is 55 years or older, and living next to a main road increases the chances of lung cancer by 10%. Constructing an interstate in an area with a significant percentage of elderly folks could increase respiratory disease rates in the area especially in a post-pandemic world affected by a respiratory virus.

If the PPE is built as designed with an interchange and traffic lights at Sevierville Road (US 411), much more traffic will be added to this narrow, shoulder-less, unsafe road. US 411 between Maryville and Seymour currently has an unacceptable LOS (level of service) and there are no plans or funds to improve US 411 beyond the imprint of the PPE for many years. The traffic on Sevierville Road is likely to increase and become even less safe.

(5) A stunt on Blount county's economic development

To the extent the PPE functions as a bypass around southeast Maryville, it would remove traffic from Hall Road, Washington St., US 321 and have a negative effect on existing local businesses there. It would divert drivers around the city of Maryville, which has been working for years to promote itself as a destination and is focused on developing the downtown. This makes no sense and stunts local economic growth.

A number of farm parcels will either be taken entirely or impacted significantly if the PPE is built. These farms represent family businesses, some of which have been farmed by the same family for more than 100 years, and are the pillars of the character and community of Blount County.

Great Smoky Mountains National Park, the “crown jewel of the East,” the most visited national park in the country and Blount County’s number one tourist attraction, is already accessible from the west and south via 4-lane highways (i.e. US 321 from Lenoir City, Alcoa Highway, and East Lamar Alexander Parkway). No tourist has trouble getting to the Smokies now and another 4 lane highway is unnecessary.

(6) TDOT has adopted the motto of “Fix it First” when spending the limited dollars available for transportation projects. Therefore, I want to hold the agency accountable to this motto instead of spending money on a destructive and wildly cost-unpredictable infrastructure project. TDOT’s cost projections have varied wildly, from an unrealistic \$60 million to \$194 million. It’s been a constantly changing “guesstimate” with unclear and inconsistent assumptions behind the figures. It is irresponsible to waste millions on a new interstate when we have a huge backlog of proven, urgent transportation needs and not enough money to do them all. A more responsible, productive, and efficient use of the transportation budget would be to allocate resources to improving and maintaining existing roads and surface transportation infrastructure in Blount County. There are many worthy and essential Blount County and regional projects competing for funding, especially those improving safety, addressing maintenance, and enhancing quality of life.

Fixing and maintaining our deteriorating infrastructure will not only make our roads safer but also improve overall mobility while preserving the rural character of Blount County. Construction of the PPE 4 lane highway is a waste of Tennessean/American taxpayer dollars and a demonstration of fiscal irresponsibility if built.

Response:

1) Comment noted but is outside the scope of the Design Meeting. The purpose of both the virtual and in-person Design Meeting was to gather comments and feedback regarding the proposed design elements for the project. For information on environmental studies and documentation completed to date for this project, please refer to <https://www.tn.gov/tdot/projects/projects-region-1/pellissippi/pellissippi-library.html> The project will be funded by 80% federal funds and 20% state funds. Currently the local municipalities are not responsible for any of the cost. TDOT’s funding is split into different programs (safety, resurfacing, rockfall mitigation, congestion management, bridge replacement, etc). The Department works with the RPO/TPO’s to prioritize projects. The State Route 162 (Pellissippi Parkway) Extension project has consistently been ranked high and has been identified in TDOT’s Comprehensive Multimodal Program (3-year Plan) for Right of Way appraisal and acquisition.

2) Comment noted but is outside the scope of the Design Meeting. The purpose of both the virtual and in-person Design Meeting was to gather comments and feedback regarding the proposed design elements for the project. For information on environmental studies and documentation completed to date for this project, please refer to <https://www.tn.gov/tdot/projects/projects-region-1/pellissippi/pellissippi-library.html> Post completion of the environmental document and record of decision for the project, the Department has completed an Environmental Boundary Report. As part of this report, springs, streams, wet weather conveyances, wetlands, and other features were identified along the project corridor. Environmentally protected species were also investigated as part of the report. As part of the coordination for this report the Department coordinated with the United States Department of the Interior Fish and Wildlife Services. The findings from this

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Blount County
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coordination resulted in “no anticipated impacts to any federally listed or proposed species as a result of the project.”

3) Comment noted but is outside the scope of the Design Meeting. The purpose of both the virtual and in-person Design Meeting was to gather comments and feedback regarding the proposed design elements for the project. For information on environmental studies and documentation completed to date for this project, please refer to <https://www.tn.gov/tdot/projects/projects-region-1/pellissippi/pellissippi-library.html>

4) The proposed interchange of State Route 162 and State Route 35 (Sevierville Road) was part of the approved Environmental Document and meet the defined purpose and need. Improvements to State Route 35 (US-411) are proposed as part of this project including widening the existing 2-lane roadway with narrow shoulders to include two (2) – twelve (12) foot travel lanes in each direction with a twelve (12) foot center turn lane. This improvement will extend from near Dell Road to east of Nina DeLozier Road and totals approximately one (1) mile of roadway improvements on State Route 35 (US-411). Additional improvements to State Route 35 (US-411) outside the limits of the State Route 162 (Pellissippi Parkway) extension project if needed will need to be identified by either the rural or metropolitan planning organization (RPO/MPO) and subsequently communicated to TDOT. Through this process projects and needs are identified at a local level and subsequently communicated to TDOT.

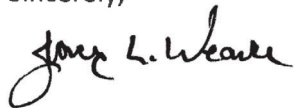
5) General comment- No response needed

6) General comment- No response needed

A total of 267 citizens attended the in-person design meeting and 127 citizens signed in on-line.

Please review the meeting comments. A space has been provided below for your concurrence.

Sincerely,



Stacy Weaver
Civil Engineering Manager 1

Approved: 
Region 1 Assistant Director of Project Management

Date: 9/22/2022

cc: Jeff C. Jones
Jennifer Lloyd
Susannah Kniazewycz
Ronnie Porter
Christie Brown